

Message Text

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ACTION EB-07

INFO OCT-01 CIAE-00 COME-00 DODE-00 NSAE-00 RSC-01 TRSE-00

EUR-12 AEC-05 ISO-00 AECE-00 MC-01 (ISO) W

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C O N F I D E N T I A L OECD PARIS 03079

EXCON

E.O. 11652: XGDS1

TAGS: ESTC, COCOM, US, UR

SUBJECT: US AIR TRAFFIC CONTROL SYSTEMS TO USSR -

IL 1501, 1520, 1565

REF: A. COCOM DOC. (74) 2582 (STATE A-8890, 11/29/74;

OC DOC. 5159)

B. OECD PARIS 2974

1. DRAFT RECORD OF DISCUSSION AT FEB. 4 COCOM MEETING
INCLUDES FOLLOWING STATEMENT BY FRENCH DEL:
THE FRENCH DELEGATE LIKEWISE MAINTAINED HIS RESERVATION
AND STATED THAT THE FRENCH MILITARY AUTHORITIES RAISED
THE FOLLOWING QUESTIONS. THE ASR 7 RADAR WAS THE
LATEST GENERATION SURVEILLANCE RADAR IN WHICH, THE
FRENCH AUTHORITIES ASSUMED, DIGITIZATION OF ANALOGUE
INFORMATION WAS OBTAINED BY USING A CONTROL DEVICE:
THEY WOULD APPRECIATE RECEIVING ALL AVAILABLE DETAILS ON
THIS TYPE OF EQUIPMENT, ESPECIALLY ON THE SIGNAL PRO-
CESSING. SECONDLY, IN PARAGRAPH 3 OF THE UNITED STATES
MEMORANDUM IT WAS STATED THAT THE SYSTEM COULD PERFORM
AUTOMATIC TRACKING. THE FRENCH AUTHORITIES POINTED
OUT THAT AUTOMATIC TRACKING WAS NOT REQUIRED BY THE
RULES OF THE ICAO AND WAS MOREOVER UNUSUAL IN CIVIL
AIRPORTS. THEY WOULD THEREFORE LIKE TO KNOW WHAT EXACTLY
WAS MEANT HERE BY AUTOMATIC TRACKING AND WHETHER THE
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SYSTEM WAS CAPABLE OF SPECIFYING TM ALTITUDE AND

POSITION OF AIRCRAFT IN ACCORDANCE WITH INTERNATIONAL PROCEDURES? THIRDLY, REFERRING TO THE LAST PARAGRAPH ON PAGE 1 OF THE UNITED STATES MEMORANDUM THE DELEGATE STATED THAT HIS AUTHORITIES WOULD LIKE TO KNOW THE TYPE OF BEACON INVOLVED AND THE CHARACTERISTICS OF ALL THE DIGITIZATION EQUIPMENT WHICH WOULD BE USED WITH IT. FINALLY, IN THE VIEW OF THE FRENCH AUTHORITIES, WHENEVER A CHANGE IN TRAFFIC OCCURRED, IT WAS NECESSARY TO HAVE IMMEDIATE ACCESS TO THE INFORMATION ON THE ROUTES. SUCH, HOWEVER, WAS THE READING INERTIA OF MAGNETIC TAPE THAT AIRCRAFT FLYING AT CURRENT, OR EVEN AT SUB-SONIC SPEEDS, WOULD NOT BE ABLE TO PROVIDE THIS INFORMATION IN THE REQUIRED TIME. ACCORDING TO THE DETAILS PROVIDED IN THE ANNEXES TO THE UNITED STATES MEMORANDUM HOWEVER THE EQUIPMENT INCLUDED A COMPUTER AND TWO PERIPHERIES BUT NO DISC MEMORY. WAS THIS CORRECT? MORE-OVER THE COMPUTER SEEMED RELATIVELY UNSOPHISTICATED COMPARED WITH THE REST OF THE EQUIPMENT. THE FRENCH AUTHORITIES WOULD LIKE CLARIFICATION OF THIS POINT.

2. IN REPLY, USDEL, DRAWING ON OC DOC, CONFIRMED NO MEMORY DEVICES EXCEPT TAPE WERE USED AND MENTIONED THAT ARTS III NOW USED IN 63 US AIRPORTS, AND ACCORDING TO US VIEW, MET OR EXCEEDED ICAO STANDARDS. TO UKDEL QUERY AS TO WHETHER THESE WERE EXCLUSIVELY CIVILIAN, USDEL SAID HE COULD NOT CONFIRM THIS, BUT SAID THEY APPEARED TO BE OVERWHELMINGLY CIVILIAN (HE NOTED, FOR EXAMPLE, MCDONALD-DOUGLAS PRODUCTION OF PHANTOM FIGHTERS AT ST. LOUIS) BUT SAID IT WAS HIS UNDERSTANDING THAT ARTS III HAD BEEN DEVELOPED FOR FAA FOR CONTROL OF CIVIL AVIATION TRAFFIC.

3. GERDEL WITHDREW RESERVE AND APPROVED EXCEPTION.

4. ACTION REQUESTED: TRANSMISSION OF RESPONSES TO ITALIAN, UK (REFTEL) AND FRENCH QUESTIONS AND CONFIRMATION OF USDEL STATEMENTS IN PARA. 2, ABOVE.
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